

ten yards apart on different pieces of the wreck. Druggood and I got on a large piece of the distinction. We were in water twenty-two hours before we reached shore, both being blinded at night from the salt water in the eyes.

## LAND AT LAST.

At 4 a. m. on Monday the raft reached the breakers and went to pieces. We landed twelve miles north of Mosquito Lagoon, having drifted probably fifty miles. Talbot, Kelly and Smith got ashore within three miles of us. Brandenburg and Greenfield came in eight miles further South. Two of the crew and two passengers reached shore south of the inlet, but did not learn their names. Eight seamen and three passengers were all the survivors. I have heard of for fifty miles on each side of where I landed.

General Torbert drifted ashore six miles above me at a place called New-Britain. Mr. Pitts drew him out of the surf and discovered some slight vestige of life; the body was warm, the heart feebly beating, and blood flowing from a wound on the right temple. All efforts to resuscitate him were fruitless. He is supposed to have received his death blow while in the breakers. I brought his body down the Halifax River and buried it under some palm trees on the Botolphs farm.

## A SURVIVOR'S ACCOUNT.

THE CITY OF VERACRUZ SHIPS HEAVY SEAS—A NIGHT OF ANXIETY—BOATS BROKE IN TWO—SAVED MEN AT ST. AUGUSTINE.

ST. AUGUSTINE, Fla., Sept. 4.—All doubt is now dispelled that the City of Veracruz has become a total wreck. Seven men came to this city last night from the Halifax River, where they had been all washed ashore. One of them is A. K. Owen, a passenger. The others are an engineer, an oiler and four seamen. Talbot, one of the seamen, gives the following narrative:

"About thirty miles off shore," he says, "we began to feel heavy seas, and water was found in the hold. As fast as we could clear her she filled again by another sea. This state of things soon made the fires burn low, and we could not make steam enough to keep head on the wind. We then put out a heavy drag forward, and managed for a while to keep her into the wind. Everything was in a panic. The lifeboats were cut loose ready for action, and all hands were supplied with life-preservers. At daylight on Sunday the boats were lowered and manned; they no longer got their cargo than they were overturned and smashed to atoms against the steamer, all hands being swept away or their lives dashed out against the vessel's sides. Boat after boat was dashed to pieces in the same manner until only a few of the passengers would venture to leave the steamer. The captain and officers lost their lives in one of the boats. At half-past five in the morning a heavy sea struck the steamer forward, and crushed her fore and aft. All the fires and lights were put out, and everything was in a perfect delirium—people screaming and shrieking for help on all sides. The steamer was broken in two. After a few stages she foundered and went down, carrying with her all who were on board.

## AN AWFUL SCENE.

"When I arose to the surface, I could see now and then pieces of drift stuff, and sometimes one or two men. The women made no effort to save themselves, and were drowned in my sight. A mother and her daughter were clasped to each other during the gale, and they came ashore that way, crowned. From that time until 4 o'clock in the afternoon I could see occasionally one or two men as they rode upon the crest of a wave. It was useless to try to hold on to anything, as the sea would tear it from your grasp, and drive you two or three fathoms under the surface, and when regaining it you would have to grasp something else. I was compelled to dive or dodge away from pieces of drift stuff, which would have killed me if I were hit by them. After 4 o'clock I saw no one. I came ashore on the Florida coast.

"About half past 7 on Monday morning, having been about twenty-six hours in the water, I soon found my other companions, as we all came ashore about the same time, although some distance apart.

## THE DEATH OF GENERAL TORBERT.

"General Torbert was aboard. The last time I saw him alive he was with Mr. Owen, a young man who was saved with us; I saw General Torbert again dead at Port Orange, where he came ashore insensible. A boy found him and dragged him up as far as he could, and ran for assistance; when they got back he was dead. Bruises on his head indicate that he was struck by drift stuff and stunned. His body was buried on a farm at Daytona.

"One of our number swam from the wreck without the aid of a life-preserver; he was entirely nude and came ashore first. We are all more or less bruised from the striking and buffeting of the seas and driftwood."

The body of a young man has come ashore at Matanzas; it had only a shirt and drawers on. A few miles further south the body of an old gentleman, who appears to have been about fifty-eight or sixty years old, was washed ashore, together with those of an elderly lady and a young girl and child. Rings and jewelry have been taken from these bodies, and will be kept to aid in their identification.

It will gratify friends of the drowned passengers and crew to know that letters have been found, and that they will be retained until further inquiry is made respecting them.

Many trunks have come ashore and been rifled, but it is believed that all the personal property taken, or at least the greater part of it, can be recovered. It is deemed unfortunate that there is no life-saving station on this coast to protect wrecked property, and prevent it from being lost or stolen.

No portion of the wreck has come ashore, except a sofa covered with red plush and some pieces of furniture formed in part of iron-castings, which are stamped: "M. & H. Threnkner, New-York; patented May 23, 1876."

Word has been received here that three more men have been saved, further south; it is expected that they will be either here to-day or that they will be heard from.

There are seven or eight wrecks on this beach within a distance of fifty miles. One is lying off Matanzas, about one and one-half miles at sea. She is capsized, and apparently anchored. The brig Caroline Eddy is ashore at Matanzas. Captain George Warren and all the crew have been saved. She was bound from Fernandina to New-York and was loaded with lumber. It is impossible at present to give names of the other wrecked vessels.

## THE COAST STREWN WITH WRECKS.

MINOR DISASTERS—THE GENERAL EFFECT OF THE HURRICANE.

JACKSONVILLE, Fla., Sept. 4.—The recent heavy storm on the Florida coast began on the morning of August 29, and increased in violence until Sunday, when it was blowing a hurricane. The storm was not felt to a very great extent here, but it was terrible further South. Houses and trees were blown down, and the orange crop was damaged to the extent of about 50 per cent. Not a day now passes without a report of some shipwreck which occurred during the tornado. On the coast—twelve vessels—two steamers and ten sail vessels—are reported ashore within a hundred miles south of this point. The brig Caroline, Captain Eddy, from Fernandina for New-York, with lumber, went ashore on Sunday at Matanzas. All the members of the crew were saved and brought to this city. They have since gone North.

The schooner Ada, Captain J. Simmonson, went ashore at Mosquito Inlet, about 100 miles south of this place. She was loaded with lumber, and was on the way from Key West to Boston. The crew was saved. Four men—William White, Fred Benson, John Williams, and James Thompson—arrived in this city to-day on the steamer Waverly, from St. Augustine. The officers and crew of a Norwegian bark, twelve in

number, landed yesterday near the mouth of the St. John's River. The bark was loaded with lumber and was on the way from Pensacola to Leith, Scotland. A large schooner is floating bottom upward near Matanzas Inlet. The Atlantic coast for a hundred miles or more is strewn with wrecks and freight of all descriptions.

## NEWS GATHERED IN THIS CITY.

ANXIOUS FRIENDS WAITING FOR TIDINGS—DISPATCHES RECEIVED FROM DIFFERENT PARTS OF THE COUNTRY SEEKING INFORMATION.

The first dispatch which brought unquestionable proof to this city that the City of Veracruz was lost was received by P. Alexandre, at his house, very early this morning. It was as follows:

HAVANA, Sept. 4.  
To F. Alexandre & Sons, New-York.  
We have a dispatch from Key West, Fla., stating that the steamer City of Veracruz has foundered at sea. We have no particulars here. Please send us any details that may reach New-York direct from Florida.

Before Mr. Alexandre came down to the office, however, the following telegram had been received by the firm through the Board of Underwriters:

ST. AUGUSTINE, Fla., Sept. 3, 1880.  
CHARLES DENNIS, Secretary Board of Underwriters, 51 Wall St., N. Y.  
Steamer City of Veracruz foundered at sea Sunday at 6 a. m. Captain lost and all hands went down with the vessel. Only three passengers and eight of the crew saved. Names of passengers saved not known. Names of crew will arrive. Crew now in Jacksonville awaiting assistance from owners. Telegram to St. Augustine this morning.

Alexandre & Sons promptly replied to this telegram in the following words:

Sent passengers and crew here at our expense. Please delay, without delay, names of all passengers and crew that you can ascertain, to relieve minds of relatives.

There were many visitors at the office of F. Alexandre & Sons yesterday morning, and there were sad scenes when relatives and friends called to inquire regarding the fate of those who were downed. Among the callers were the wife and daughter of A. F. Loomis, of No. 207 Lexington-st., the steward of the vessel; the wife of Quartermaster O'Neill; the daughter of Mrs. Jane M. Whitbee, the stewardess of the steamer; the wife of M. O'Leary, one of the officers; the wife of John Cassey, who was the captain's special water; the wife and sister-in-law of John Peters, of No. 112 Madison-st., one of the seamen; the wife of Walter Richey, of Newark, N. J., one of the passengers; a woman related to Edwin and Henry Brook, respectively first and third engineers; a brother of John New, of No. 400 West Twenty-fourth-st., a fireman; several friends to inquire after Captain Van Sice and A. K. Owen; a friend of Herman Selke, of Carlyle-st., Gravesend, and many others, some of whom were doubtless attracted by curiosity.

Telegrams began to come in early in the morning. George H. Lowrey, son-in-law of Captain Van Sice, telegraphed from Yonkers asking that what news there was be sent to him, "good or ill." W. P. Eyre telegraphed from Chester, Penn., for information regarding A. K. Owen. This telegram was replied to by Mr. Alexandre, who stated that the Havana telegrams gave no names, but the published lists were believed to be nearly correct. Mr. Long after this dispatch came from E. M. Davis, of Philadelphia, saying: "A. K. Owen, one of your passengers, is saved." And a few moments afterward another dispatch, from W. P. Eyre, said: "Owen is saved; have a telegram from him." This was the first name received of anyone known to be saved. A telegram was received from D. F. Sutherland, asking if John Goulay had sailed in the steamer. It said his family were in a terrible state of anxiety. The answer sent was that Goulay was one of the passengers. A dispatch came from Athens, N. Y., inquiring about the Brook boys. It was signed Lewis Wolfe.

Shortly after 12 o'clock noon the following dispatch was received:

ST. AUGUSTINE, Fla., Sept. 4.  
ALEXANDRE & SONS:  
Have ordered that crew and passengers be sent to-day at our expense.

THOMAS S. ELLIS, Agent Underwriters.  
As each dispatch was brought into the office there was an immediate rush for the messenger boy. There was an intense expression of eagerness in the faces of those who were anxiously awaiting news, and yet who almost feared to listen to the reading of the telegrams. There were sadly disappointed looks when there was nothing that gave encouragement or hope. Some of the women spent almost the entire day in the office. Miss Whitbee sat on one end of a settee and wept. The clerks and members of the firm spoke kindly to her and endeavored to encourage her to keep up hope; but it was of no avail. She seemed to be convinced that her mother was among those who were lost. The wife of John Peters spent the afternoon in the office, and so did the woman who was seeking information of the Brooks, and another woman who was a friend of Mrs. Harris.

The answer to the telegram sent by the Alexandre & Sons in the morning was awaited from moment to moment. "It will certainly be here pretty soon now," said the clerks when they were appealed to, and the people waited and waited. It was very hot in the office, and there were only sufficient seats for the women, so the men who waited spent a very miserable afternoon. Inside the railing, the clerks were bustling about with their coats off. More vessels were to be sent; vessels were to come in, and the machinery of commerce must move despite death and shipwreck. Occasionally one of the clerks would come forward to answer questions or to receive telegrams, and sometimes to speak kindly to one of the bereaved visitors. But there was a curious contrast between the busy men inside the office and the waiting, sad people outside.

At half past 3 p. m. the long-looked-for telegram arrived. There was a wild rush to the counter. One of the clerks nervously opened it and read. It was literally as follows:

F. Alexandre & Sons, New-York.  
Names of crew saved: Jones J., Kelly Charles Smith, Thomas Druggood John Greenfield Charles Brandenburg other names refused by three sailors two passengers will be here to-day messenger on the way. A. K. Owen help bring five persons three men one young lady one old lady white-skinned man buried I have figured of ship George A. Torbert.

This telegram gives the names of five of the crew and one passenger who were saved, making a total of only six of the saved whose names are known. As the telegram is not punctuated, parts of it are exceedingly vague. The idea gathered from it at the office was that three sailors had been saved who refused to give their names, and that word had been received of two more passengers who probably landed at some distance from St. Augustine, and were then on the way thither, their names not being known. "Passenger" on the way A. K. Owen, was supposed to mean that A. K. Owen had set sail for home. Another reading, however, would make it: "Passengers will be here to-day; passengers on the way." A. K. Owen helped bring five persons; three men, one young lady, one old lady. Now, whether this party of five was the same party (three sailors who refuse to give their names and two passengers who are on their way to St. Augustine), mentioned further up in the telegram, was not known. In one case the total of the saved would be eleven, in the other case only ten.

When this telegram was read Miss Whitbee's face brightened. Possibly the old lady was her mother. Some of those who were near her suggested this, and for a while she seemed almost to believe that it might be so; but after a while the doubts came back, and she left the office in tears. Another telegram was looked for, but up to the time of the closing of the office none was received.

A telegram from St. Augustine, Fla., forwarded by General F. T. Dent, commanding that post, to Walter H. Gilson, of Lykes & Gilson, No. 104 John-st., gives intelligence of the recovery and identification of the remains of General A. T. Torbert. General Dent has been asked to have the body embalmed and sent to the General's late home at Milford, Del.

## THE TRACK OF THE HURRICANE.

KEY WEST, Fla., Sept. 4.—The hurricane in which the steamer City of Veracruz was lost passed east and north of this point. No wrecks are reported on the Florida reefs and no damage was done below Cedar Keys on the western coast.

## A FALSE REPORT ABOUT THE COLIMA.

HAVANA, Sept. 1.—Advices from Anapulo to August 20, brought by the steamer City of Merida

report that during a heavy east storm the American steamer Colima went ashore.

The Pacific Mail steamer Colima sailed from Panama August 14 for San Francisco, and is reported as having arrived there August 31.

## LOSSES AND INSURANCES.

VALUE AND RISKS ON THE VESSEL—NAMES OF THE COMPANIES—FURTHER STATISTICS ABOUT THE CARGO.

The amount of insurance on the City of Veracruz, valued at \$250,000, as stated by her owners, is \$165,000, placed in the following marine insurance companies:

Atlantic Mutual, New-York.  
Lloyd's, London.  
Imperial, London.  
Liverpool International, Liverpool.  
Tendler, London.  
Merchants, London.  
North American, Philadelphia.  
Oceano, London.  
Sed, London.  
Standard, Liverpool.  
Tianjin and Mercantile, London.  
Underwriters at United States Lloyds, New-York.  
Union Assurance Society, London.  
Union Marine, Liverpool.

The exact amount placed in each company could not be obtained from the owners or from the brokers who placed the risks. It was stated, however, that the \$165,000 was divided up in about equal amounts among the several companies. The Atlantic Mutual had taken \$15,000, and the underwriters at the United States Lloyds, \$10,000. Yesterday there was given a list of the principal shippers to Havana, with the value of their shipments. Below is a similar list of shipments to the ports in Mexico which the vessel was to have entered:

Shippers.	Value.
F. Alexandre & Sons.	\$55,000.00
W. C. Aldrich & Co.	2,324.00
H. Baker & Co.	2,778.00
R. B. Baker & Co.	2,203.00
Combs, Gray & Eddy.	1,153.00
Danforth Locomotive Machine Company.	2,708.00
Leavenworth & Co.	1,952.00
Edward H. Lee.	2,461.00
Thos. H. Munn.	2,010.00
L. Mann, Kirtin & Co.	2,929.00
Leavenworth, Campbell & Co.	1,745.00
Paula Manjo, Jr. & Co.	429.00
P. Newell & Co.	1,514.00
Pauling, Knibbe & Co.	2,304.00
J. E. Powers & Co.	2,304.00
Harris & Co.	125.00
P. Richard & Co.	533.00
L. J. Rivera & Co.	690.00
W. Robinson.	438.00
Rubins & Co.	2,740.00
Solomon, Gott & Co.	5,400.00
Thos. H. Munn.	2,740.00
Morris Strouse & Co.	1,212.00
Thos. H. Munn.	1,212.00
Wells & de Gress.	1,212.00
W. Wilson & Co.	1,212.00

The above shipments were made up of small lots of assorted merchandise. The numerous lots entered on the manifest under the name of F. Alexandre & Sons, and footing up a total in value of \$55,000, were comprised mainly of small lots, consigned by various shippers who had not themselves obtained manifests. Inquiry shows that the cargo was almost fully insured, but the shippers declined giving the exact amount of insurance on the several shipments or the names of the companies in which their risks were placed. A considerable portion of the cargo, it was learned, was insured in the Atlantic Mutual Insurance Company.

Inquiries of a number of the leading firms having shipped goods on the City of Veracruz elicited the following statements:

R. M. Moore, No. 143 Pearl-st., had a shipment of land, potatoes, straw, paper, etc., valued at \$26,300; insured for \$26,300, in an English company; name refused. J. S. Spence, No. 66½ Broadway, had a shipment of land, potatoes, etc., value \$3,000; fully insured in the Phoenix Company of this city. Moses Taylor & Co., No. 45 South-st., had a shipment of supplies of goods, valued at \$10,000; they were insured in the Great Western Insurance Company. Pauling Knibbe & Co., No. 29 Broadway, had goods insured for \$10,000 with the Atlantic Mutual Insurance Company. Thos. H. Munn, commission merchant of No. 61 Broadway, had a large quantity of goods, valued at \$10,000; they were insured in the Atlantic Mutual Insurance Company. Y. De Rivera, of No. 81 Pearl-st., sent several small packages of miscellaneous articles. They are insured with different companies for \$1,530.

## PASSENGERS, OFFICERS AND CREW.

The following lists embrace the names of the passengers, officers and crew of the City of Veracruz, arranged as far as possible from the latest advices from St. Augustine. The three seamen who are mentioned in the Ellis dispatch as refusing to give their names, are of necessity placed at present in the list of the lost. This is also the case regarding the names of the "young lady, old lady and three men" who are referred to in the same dispatch. The particulars given are in addition to those which were published in yesterday's TRIBUNE.

## THE PASSENGERS.

OWEN, A. K., of Chester, Penn. He is a civil engineer, and has been employed by the city authorities of Mexico. He has a wife and children in Philadelphia. Mr. Owen is a native of the United States, and the author of several works on engineering. He was returning to Mexico to take charge of Government works.

—Two persons, referred to in Thomas S. Ellis's dispatch as passengers who were to arrive at St. Augustine yesterday.

—A young lady; — an old lady and — three men; all referred to in Thomas S. Ellis's dispatch.

## THE CREW AND OFFICERS.

BRANDENBURG, CHARLES, quartermaster; age thirty-five. He is married, and has been in the employ of this line eight or ten years.

DRUGGOOD, THOMAS, fourth assistant-engineer; age twenty-eight. His home is in this city.

GREENFIELD, JOHN, steward; age twenty-five.

KELLY, JAMES H., seaman, of No. 23 West-st., age about twenty-three. The day before he left New-York he saved a man from drowning near the steamer's wheel, and saved three lives previously to this. Mr. Harris, the first mate, it is said, had written to Washington for the purpose of getting some testimonial for his bravery. Kelly had been employed by the Alexandre & Sons for some time, and had worked his way up from a deck boy.

Three sailors who, according to Thomas S. Ellis's dispatch, were saved, but refused to give their names.

SMITH, CHARLES, second assistant-engineer, age about forty. He is married, and his home is in Baltimore.

TALBOT, MASON, seaman. It is believed that he is one of the seamen who refused to give his name.

## NAMES OF THE LOST.

PASSENGERS.  
ARRIE, RAFAEL, Baracoa, Cuba.  
ARRIE, MISS, wife of Rafael Arrie.  
ATRIE, ALEXANDER W., Havana.  
ATRIE, ALEXANDER W., Jr., son of the above.  
BROOK, HENRY, New-York.  
BURNS, MISS E.  
CLARK, MISS A.  
COLE, GEORGE W., Boston.  
FAY, MISS E., New-York.  
FERNANDEZ, EDWARD, Havana.  
GARCIA, J. A., of Havana, a Cuban, twenty-seven years of age. He was educated at the Jesuits' College at Matanzas, and for the last eight years had been in the employ of Lawton & Co. This was his first visit to this country for some years. He was accompanied by his wife, who was also a Cuban, and whom he married about five years ago. He was an active member of the Havana Base Ball Club, and was widely known throughout the city. He was married in this city about two years ago.

HENDANDEZ, MISS, wife of the above. She was the daughter of A. P. Martin, at No. 251 West One-hundred-and-twenty-fourth-st. Mr. Martin recently lost his oldest son, and was completely prostrated by grief of the fate of Mrs. Hernandez, who was his youngest daughter.

LITTLEFIELD, JOHN, New-York.  
MARTIN, MISS E., wife of John Littlefield, in Brazil. He leaves a wife in Pennsylvania.

GOURLAY, JOHN.  
HENDANDEZ, FELIX. He was a Cuban by birth, and by profession a constructing engineer. He had charge of the estates of the Marquis de Montalvo, who owns large plantations in the neighborhood of Matanzas. He was in the habit of making annual trips to the United States on business, and arrived in this city on the Niagara July 3, accompanied by his wife, who he married in this city about two years ago.

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RONOFF, HENRY, fireman.  
BRIGGS, HENRY, fireman.  
BRIGGS, EDWIN, first assistant-engineer, age about thirty-five. He was formerly second assistant-engineer on the same steamer, and was born at Cossack, N. Y., and lived at Athens, N. Y. He was unmarried.

BRIGGS, HENRY, third assistant-engineer, age about thirty-five. He lived at Athens, N. Y., and was a cousin of Edwin Briggs. This was his first trip on the City of Veracruz. He was unmarried.

CASSEY, DENNIS, seaman, age about thirty-five. He lived in this city, and is said to leave a wife.

CASSEY, JOHN, waiter.

CORCORAN, BARRY, coal-passer, age twenty-three, unmarried. He was the sole support of his aged mother, and lived in this city.

DOWD, P., coal-passer.

EDWARDS, JOHN, fireman.

GAYNOR, THOMAS, waiter, age about twenty-eight. He lived in this city, and leaves a wife and a daughter.

GEORGE, JAMES, waiter.

GREEN, F., seaman, age about forty-three. He lived in this city, and leaves a family.

HARRIS, FRANCIS M., first mate of the ill-fated steamer, was the son of Dr. Francis L. Harris, formerly Medical Officer of the port of New-York. He was born at Quarantine, Staten Island, and was educated at the College of the Holy Cross, Worcester, Mass. He was a great liking for the sea. When a mere boy he shipped on board a coasting vessel, and before he reached his majority he was made first mate of a schooner, and then of a steamer. West India islands he became well acquainted with British captains and speculators, and at the time of the outbreak of the rebellion he was in the service of the Government. He was captured and held in Fort Lafayette, where he was kept until the close of the war. He then entered the mercantile service, and was employed on the service of F. Alexandre & Sons, with whom he soon became a favorite. His home was in Greenville, N. J., where he was married, and he had four children, two of whom have been entirely dependent upon his salary for support. He was well known throughout a large circle of friends in Jersey City, and was a favorite with all.

HENDERSON, WILLIAM, baker.

KOHN, JOHN, fireman.

KRUE, LOUIS, seaman.

LEWIS, EDWARD, second cook.

LOOMIS, A. F., steward of the City of Veracruz. He had been on the Alexandre & Sons' steamer for eight or ten years. He was formerly in the City of New-York. He was married, and was about thirty-five years old.